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No. 17,271. 號一十七百二千七第 日一十月八年丑癸 HONGKONG, THURSDAY, SEPTEMBER 11TH, 1913. 四拜禮 號一十月九年二國民華中

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## INTIMATIONS

**GREEN ISLAND CEMENT COMPANY.**  
**PORTLAND CEMENT.**  
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SHEWAN, TOMES & CO.,  
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Hongkong, 9th June, 1913. [788]

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K. KATO,  
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Hongkong, 24th April, 1913. [639]

## SIEN TING.

**SURGEON DENTIST.**  
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TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1913. [480]

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Inspection Invited.  
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Hongkong, 17th April, 1913. [589]

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**LIMITED.**

## TIME TABLE.

| WEEK DAYS.               |                     |  |
|--------------------------|---------------------|--|
| 7.00 a.m. to 8.00 a.m.   | Every 15 minutes.   |  |
| 8.00 " " 10.00 " "       | " " 10 "            |  |
| 10.00 " " 11.00 " "      | " " 15 "            |  |
| 11.00 " " 12.45 p.m.     | " " 15 "            |  |
| 12.45 p.m. to 1.15 " "   | " " 10 "            |  |
| 1.15 " " 1.45 " "        | " " 15 "            |  |
| 1.45 " " 2.15 " "        | " " 10 "            |  |
| 2.15 " " 5.00 " "        | " " 15 "            |  |
| 5.00 " " 8.30 " "        | " " 10 "            |  |
| NIGHT CARS.              |                     |  |
| 8.50 p.m. and 9.00 p.m.  | 9.30 to 11.00 p.m.  |  |
| Every Half-Hour.         |                     |  |
| 11.00 p.m. to 11.45 p.m. | Every Quarter-Hour. |  |
| SUNDAYS.                 |                     |  |
| 8.00 a.m. to 10.30 a.m.  | Every 15 minutes.   |  |
| 10.30 " " 11.00 " "      | " " 10 "            |  |
| 11.45 " " 12.00 noon " " | " " 15 "            |  |
| 12.00 noon " " 1.00 p.m. | " " 10 "            |  |
| 1.00 p.m. to 5.00 " "    | " " 15 "            |  |
| 5.00 " " 7.00 " "        | " " 10 "            |  |
| 7.00 " " 8.10 " "        | " " 15 "            |  |

NIGHT CARS as on Week Days.

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Hongkong, 1st April, 1913. [528]

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THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE TO APRIL 30TH, 1914.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped  
Sleeping, Dining, and First-Class Cars, is operated between Dairen and Changchun  
in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct  
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Wireless Telegraph) as follows:—

### NORTH BOUND.

| 1st Class Fare | Shanghai (Steamer)     | Ar. | Forenoon  | Mon.  | Wed.   | Wed. |
|----------------|------------------------|-----|-----------|-------|--------|------|
| \$ 40.00       | Dairen (S.M.R. Train)  | Ar. | 3.20 p.m. | Mon.  | "      | Fri. |
| Y 14.95        | Mukden                 | Ar. | 11.25 "   | "     | "      | Sat. |
| Y 11.50        | Changchun              | Ar. | 11.50 "   | "     | "      | "    |
| R 9.60         | Harbin (Russian Train) | Ar. | 6.50 a.m. | Tues. | Thurs. | Sun. |
|                | Harbin                 | Ar. | 8.30 "    | "     | "      | "    |
|                |                        | Ar. | 2.00 p.m. | "     | "      | "    |

Connecting at Harbin with { State Express from Moscow } Wagon-Lits from Moscow } State Express for St. Petersburg }

### SOUTH BOUND.

| Connecting at Harbin with { |   |                               |           | State Express from St. Petersburg. | State Express from Moscow. | Wagon Lits from Moscow. |
|-----------------------------|---|-------------------------------|-----------|------------------------------------|----------------------------|-------------------------|
| R 9.60                      | { | Harbin (Russian Train) .. Lv. | * 10 a.m. | Mon.                               | Wed                        | Fri.                    |
|                             |   | Changchun .. .. Ar.           | 6.30 "    | "                                  | "                          | "                       |
| Y 11.50                     | { | (S.M.R. Train) .. Lv.         | 7.00 "    | "                                  | "                          | "                       |
|                             |   | Mukden ( " ) .. Ar.           | 1.50 p.m. | "                                  | "                          | "                       |
| Y 14.95                     | { | ( " ) .. Lv.                  | 2.10 "    | "                                  | "                          | "                       |
|                             |   | Dairen ( " ) .. Ar.           | 10.20 "   | "                                  | "                          | "                       |
| Y 40.00                     | { | (Steamer) .. .. Lv.           | Noon.     | —                                  | Thurs.                     | Sat.                    |
|                             |   | Shanghai .. .. Ar.            | Forenoon  | —                                  | Sat.                       | Mon.                    |

\* Russian Train Time is 23 minutes faster than the S.M.R. Time.  
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.  
THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday  
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knots per hour, and is fitted with every up-to-date appliance for comfort, safety, and conveni-  
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Hongkong, 16th April, 1913.

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## INTIMATIONS

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Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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Cable: A.B.C. 5th Ed. Lieber.  
P.O. Box, 54. Telephone No. 12.

## DEATH.

GONCALVES.—On the 9th inst., at the Spanish Dominican Procuration, the Rev. F. JOAO GONCALVES, S.J. Deeply regretted. [1063]

HONGKONG OFFICE: 10A, DES VEGES ROAD.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, SEPTEMBER 11TH, 1913.

WE are glad to see that the Chinese Government is giving its attention to the important question of the smuggling of arms and ammunition into China. This contraband trade undoubtedly serves to keep the country in a constant state of turmoil. It is frequently said that this traffic was responsible for the revolution of 1911 as well as for the more recent disturbances, and that so long as the Government is unable to more strictly control this trade the probability is that there will be no end to revolutionary outbreaks. But it is as well to bear in mind that the latest revolutionary outbreak was not the work of the mob, but of the soldiery under the inspiration and guidance of men who had been duly set in authority over them by the Central Government. The arms and ammunition used in the attempt to subvert the authority of the Central Government, it is to be presumed, had been duly imported and purchased by the responsible agents of the Government. We are therefore inclined to disagree with those who declare the smuggling of arms and ammunition to have been the "key" to past revolutionary upheavals and is certain to lead to other rebellions. Nevertheless, it cannot be denied that the smuggling of arms, which is obviously taking

place to an enormous extent, is a serious menace to public order in China, and as we have said many times before, it is high time that a serious effort were made to deal with this grave question. We have only to look at the conditions which are at the present time prevailing over a very large part of the Province of Kwangtung. Almost every second man in many districts is said to be armed with a revolver or rifle, either for the purpose of active brigandage or for the defence of his life and property from the marauding bands who gain a livelihood by continual depredations. How all these people became possessed of their weapons is a question which the Chinese authorities might profitably investigate if they do not already know. It may be that a large percentage of these weapons were originally the property of the military authorities who issued them to all and sundry who responded to a call to arms in the days of revolution and who, when the fighting was finished—and very likely long before in many cases—vanished into the country, surreptitiously taking their weapons with them. In a country where clan feuds are so frequent as they are in the Province of Kwangtung, where order is not enforced by a disciplined military organisation, but where villages group themselves in antagonistic to other groups, the general conditions obviously lead themselves to encouraging this illicit traffic in arms. When in the first Revolution the disorderly elements in the provinces were enlisted and trained to some extent to the use of arms, it was foreseen by those who know the country districts well that this boded ill for the future tranquillity of the districts. If they did not succeed in stealing the arms issued to them by the military authorities, large numbers of them appear to have managed to secure modern weapons somehow, and in some parts at least of the province of Kwangtung, there exist as a consequence conditions of lawlessness, piracy and brigandage which a correspondent recently declared would require a whole army to suppress. The Chinese Government, recognising the need for stricter control over the import of arms and ammunition into China, recently instituted a Board of Admiralty at Shanghai to deal with this important question in accordance with a set of regulations which we gather had been tentatively approved by the Diplomatic Corps, but it would seem that subsequently the scope of these regulations was enlarged with the result that the Diplomatic Body has refused to recognise the regulations, and it is reported that the Bureau will be discontinued. As originally drafted the regulations provided that Chinese warships should have the right to search foreign ships in the territorial waters of China, but it seems that this was subsequently enlarged to a right to search on the high seas! That is, of course, an impossible claim; but it may, nevertheless, be hoped that agreement might be reached on the basis of the original draft of the regulations, because, it is patent that it is of vital importance to the legitimate foreign trade of the country that the Government should be assisted in every reasonable way to restore throughout the country those conditions of tranquillity which are essential to the prosperity of trade and commerce.

A Siberian mail arrived from Shanghai yesterday morning a day before it was expected by the Post Office!

Major-General C. A. Anderson, C.B., assumed command of the Meerut Division on August 21st on arrival from Hongkong.

The police have been informed by Mr. A. Bryson, Secretary of the China Mail, Ltd., that between September 2nd and 9th a shroff in the employ of the Company collected \$1,100, and disappeared.

When the German steamer *Silesia* arrived at Singapore from Hongkong recently, the Chief Officer, Mr. Muhlmann, was reported to be suffering from typhoid fever. He was removed to hospital, where he remains.

The death has taken place at the Government Civil Hospital of Police Constable Loughton, who joined the local force about 18 months ago from the K.O.Y.L.I. Deceased, who succumbed to an attack of pneumonia, was a well-built, athletic fellow, and was very popular among all classes in the police.

Mr. W. A. Cusack, I.S.O., the Inspector-General of Police at Singapore, has left for England, preparatory to retirement from the Straits Settlements police, with which he has been associated since May, 1883. At the Singapore Club last week a number of his personal friends entertained him at a farewell dinner, the Chief Justice, Sir W. H. Hyndman Jones, being in the chair.

We regret to record the death of Mr. Yung Hin Pong, a graduate of the Chartered Bank. He died at his residence in Hongkong on Tuesday evening at 5.31 and was buried yesterday.

The green signals were hoisted last night indicating a typhoon outside the 300-miles radius. The chart issued by the Observatory yesterday showed the typhoon to be E. of Formosa, and travelling in a Westerly direction. If the centre of the storm continued on the same course across the island of Formosa, it would strike the China coast somewhere in the neighbourhood of Amoy.

Mr. Benjamin C. Friede, chief electrician of the U.S.S. *Monterey*, was killed in an automobile accident on the Passaic Road, Manila, last week. He was passenger in a public auto driven by a man named Frank Maddison. The car struck a tree and was smashed to atoms. The chauffeur was injured and is in hospital. Friede was picked up alive, but died after admission to the hospital.

Details are published of the will of Mr. Alexander McConachie, of Mar Gate, Stirling, formerly of Gilman & Co., China, and at one time a member of the Legislative Council, Hongkong, Chairman of the Hongkong Chamber of Commerce, Chairman of the Hongkong and Shanghai Banking Corporation, and Chairman of the China Fire Insurance Company, who died on March 18th. Mr. McConachie left personal estate of the total value of £53,155, of which the personal estate in the United Kingdom amounts to £20,400.

A free fight between rival clansmen took place in a house at Chatham Road, Hungthom, on Tuesday night. Apparently the strife arose through an action of a Hakka, who is alleged to have stolen a pair of shoes from a Punti. The two men quarrelled and the squabble developed into a general fight between the rival clansmen. As a result a man appeared before Mr. F. A. Hazeland at the Magistrate's court yesterday charged with wounding another man by cutting his arm with a rice bowl. The Hakka, who was the original cause of the trouble, was charged with stealing the shoes, but the case was dismissed. Both men were bound over to keep the peace.

## DEATH OF FATHER GONCALVES.

The Roman Catholic community in Hongkong and Macao mourns the loss of a well-known and highly respected Jesuit Father in the Rev. Joao Goncalves, who died at the Spanish Dominican Procuration on Tuesday night and was buried last evening in the Roman Catholic Cemetery at Happy Valley. Fr. Goncalves was one of the many Jesuit priests expelled from Macao after Portugal had been proclaimed a Republic. He was greatly esteemed in Macao and his death will be widely regretted by members of the Portuguese Community and particularly by his past pupils.

A correspondent writes:—Father Goncalves was much respected and esteemed by all the Portuguese, especially in Macao, where he took charge of St. Joseph's College in the early eighties and remained there till the new Republic of Portugal expelled all the religious institutions from their colonies in 1910, when Father Goncalves and his colleagues proceeded to Cochinchina. While there he was seized with partial paralysis which caused him to return to China. Since his arrival here he has been the guest of the Very Rev. Fr. Noval of the Spanish Dominican Procuration. His health had been apparently improving and he was about to proceed to Sui Hing, his new field of labour, when a relapse compelled him to take to his bed, where he remained till he passed away peacefully at 10.30 p.m. on Tuesday. He had expressed a desire to die in Sui Hing, but Providence directed otherwise, as in the case of his great predecessor, St. Francis Xavier, who died in San-choan, before reaching his field of mission labour in China. On Sunday last he asked his superior, Rev. Fr. Sebastiao, to administer to him all the Sacraments and he renewed all the vows of the Society. Thereafter he was quite resigned and ready to die. The day previous to his death he became unconscious and remained in that condition till he breathed his last. *Beati mortui qui in Domino moriuntur.* The deceased Father was a true father to all who sought his advice, as he was, moreover, an ideal missionary. He was a Doctor of Divinity, professor of science and philosophy, and a man of great literary ability. His loss will be greatly felt in ecclesiastical circles as well as in the social life of the Roman Catholic community. His funeral was attended by numerous clergy and friends. His Lordship Bishop Pozzoni officiated at the Requiem services and numerous wreaths were sent to the Spanish Procuration previous to the funeral.—R.T.P.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE MURDER OF MR. ABE.

YOUTHFUL ASSASSIN COMMITS SUICIDE.

TOKYO, September 10th.

One of the assassins concerned in the murder of Mr. Abe—a youth 18 years of age—committed suicide this morning. He left a letter to the police.

## FURTHER INCIDENT AT NANKING.

TOKYO, September 10th.

Another incident has occurred at Nanking. Soldiers assaulted Japanese bluejackets and tore their flags.

## TROUBLE IN MUKDEN.

TOKYO, September 10th.

The *Nichi Nichi* says that at Mukden on Monday two Japanese Army surgeons in uniform were attacked by two Chinese farmers. On the same evening, Chinese

soldiers invaded the railway territory on a pretence of pursuing bandits, and fired weapons, thus committing a breach of the laws. They were arrested.

[THROUGH REUTER'S AGENCY.]

## THE JAPANESE AND THE NANKING OUTRAGE.

THE "TIMES" ON THE SITUATION.

LONDON, September 10th.

The *Times* in a leading article considers that the murder of Mr. Abe was more deplorable than the Nanking outrage, because, though the Japanese Government remains calm, it is supposed that the motive for the crime indicates that the tides of popular passion are less controllable than during the Meiji era. It trusts that the Japanese demand for reparation will be less violent than a Naval demonstration, which would probably cause the downfall of Yuan Shih-kai. The problem confronting Japan in China is identical with that of the rest of the Powers, whose interest it is to restore a strong Government in the Republic, for which Yuan Shih-kai is best qualified, though the methods he employs are unfortunate, and he does not appear to have tried to restrain excesses on the part of the troops. While favouring continued support of Yuan at present, the *Times* insists upon his Government changing its attitude in regard to the Loan and the application of the money, otherwise he might find it difficult to replenish his cash box. Unless an effort is soon made to fulfil the Loan conditions, the time may come when even the policy of Yuan Shih-kai will be deemed to be a failure.

## PRESBYTERIAN MODERATOR AND HOME RULE.

AN EXTRAORDINARY REQUEST TO MINISTERS.

LONDON, September 10th.

The Moderator of the General Assembly of the Presbyterian Church of Ireland, in a letter to ministers, asks them to observe the 28th inst. as a day of "Humiliation and Prayer," in view of "the serious crisis arising from the attempt to force on an unwilling people a form of Government that they dislike, threatening a sacrifice of life, a destruction of property, and unspeakable misery to thousands."

## THE CHANCELLOR AND THE CECIL FAMILY.

LORD SALISBURY ASKS FOR INSTANCES.

LONDON, September 10th.

The Marquis of Salisbury, in a letter to the *Times* in reference to the Lloyd George-Lord Wolmer correspondence, requests Mr. Lloyd George to give the instances he had in mind when he referred to investments by the Cecil family while in office.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## RESULT OF THE ST. LEGER.

LONDON, September 10th.

The St. Leger Stakes, run at Doncaster to-day, resulted as follows:—

Night Hawk ..... 1  
White Magic ..... 2  
Seremond ..... 3

The probabilities for the St. Leger were as follow:—Aghdoo (Maher), Arda (Earl), Bachelor's Wedding (Donoghue), Birlingham (Whalley), Curragh (Stern), Jameson (Walter Griggs), Louvois (Saxby), Willy Nilly (F. Bullock), Night Hawk (Wheatley), Roseworthy (Higgs), Seremond (Spear), and White Magic (Wootton). No jockey is yet named for Taslett.

Harry of Hereford was scratched at 2.30 yesterday.

Latest betting (midnight)—5 to 2 against Louvois, 5 to 1 against Aghdoo, 11 to 2 against Bachelor's Wedding, 100 to 6 against Curragh and Arda, 20 to 1 against Taslett, 25 to 1 against Birlingham, 100 to 3 against Seremond, and 40 to 1 against Jameson.

THE CHAMPAGNE STAKES.

Intense interest centred in the Champagne Stakes, run at Doncaster yesterday. The Tetrach beating Stornoway in a canter by three lengths. These are the best of the two-year-olds, and the result maintains the Tetrach's phenomenal form and unbeaten record.

## NARROW ESCAPE FOR ANOTHER SCOTCH EXPRESS.

SMASHES INTO RUNAWAY TRUCKS BUT KEEPS THE RAILS.

LONDON, September 10th.

The Caledonian-Edinburgh express, on the way to Glasgow, had a miraculous escape at Levensent. Seventeen trucks ran away from a siding, collided with a signal-box, and obstructed the main line. The express smashed into the obstruction, but fortunately kept to the rails.

## THE DUBLIN STRIKE.

CONGESTION OF CROSS-CHANNEL CARGO TRAFFIC.

LONDON, September 10th.

The strike at Dublin, which still continues, is upsetting the cross-Channel cargo traffic. The London and North-Western Railway boats were unable to discharge their cargo in Dublin, and returned to Holyhead, where they are discharging, the goods being returned to the senders by rail.

## LONDON POSTMEN DISSATISFIED.

ANOTHER STRIKE THREATENED.

LONDON, September 10th.

The London postmen have passed a resolution condemning the report of the Select Committee, published last month, and recommending an active propaganda in favour of a strike.

## FRANCE AND THE KAISER'S DIPLOMACY.

INDIGNATION IN PARIS AT ROYAL SPEECHES.

LONDON, September 10th.

A piquant situation has been caused by the speeches of the Kaiser and King Constantine. The latter visits Paris shortly, but even official circles say it will be difficult to forecast the reception that will be accorded him owing to the indignation felt in Paris. France has been proud of her officers in re-organising the Greek Army, and the brilliant superiority of its French weapons. Moreover, France supported the Greek claims even against Russia.

## ARMY AVIATOR'S MIRACULOUS ESCAPE.

URNS FOUR SOMERSAULTS IN THE AIR AND LANES SAFELY.

LONDON, September 10th.

An aviator was testing an Army aeroplane at Farnham and when about 2,000 feet high he lost control. The machine turned a somersault four times, and then the aviator recovered control and landed safely.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE HOME RULE BILL.

POSSIBLE CONSTITUTIONAL DIFFICULTIES DISCUSSED.

LONDON, September 10th.

Arising out of Mr. Balfour's speech at Haddington, Sir William Anson, Lord Hugh Cecil, and Professor Morgan write as length to the *Times*, discussing possible Constitutional difficulties in connection with the Home Rule Bill.

Sir William Anson and Lord Hugh Cecil maintain that the Sovereign has a right to reject the advice of Ministers if he can find other advisers who will bear the responsibility of rejection.

Professor Morgan says that a Sovereign's independent decision to dissolve Parliament would be equivalent to dismissal of the Ministers. No loyal subject could contemplate without misgiving the effect on the position of a Sovereign if an election were held under such circumstances.

## NEW AMERICAN TARIFFS.

WASHINGTON, September 10th.

The Senate has adopted the Tariff Bill by 44 votes to 37.

## THE SAN FRANCISCO EXHIBITION.

CANADA'S HEARTY SUPPORT.

OTTAWA, September 10th.

On the occasion of the opening of the Central Canada Exhibition, Mr. Burrell, Minister for Agriculture, referred to the decisions of Great Britain and Germany not to participate in the San Francisco Exhibition, and emphasised in the presence of Cabinet Ministers, Sir Wilfrid Laurier, and others that the Dominion must be worthily represented. The completion of the Panama Canal would revolutionise Canada's commerce, he said, and it was consequently desirable that Canada should have the best exhibit in her history.

Mr. White, Finance Minister, afterwards said in the course of a speech that he would be glad to grant a reasonable appropriation and advance from the Dominions for agricultural interests.

## REPUBLICAN VICTORY IN MAINE.

PORTLAND (MAINE), Sept. 10th.

A Republican has been elected to Congress by a plurality of 553 over the Democrat candidate, with the Progressive a poor third. At the previous election, President Wilson had a plurality of 1,426 over ex-President Roosevelt, with the Republican third.

## GERMAN NAVAL AIRSHIP DESTROYED.

TERRIBLE LOSS OF LIFE.

HELGOLAND, September 10th.

A German Naval airship was destroyed and sunk in a gale 18 miles from Heligoland, and 10 persons perished.

The airship, which was of the latest type, was caught in a violent squall, and hurled on to the surface of the water. It was pounded by the waves, and sank in an hour. Torpedo boats hurried to the rescue, and saved seven persons. The drowned number 13, including Captain Metzger, the commander of the Naval Airship Division, and Captain Hahne, the commander of the airship, which was undergoing trials with a Naval Commission on board.

## JAPAN'S LOST TORPEDO.

SECRETS OF A WONDERFUL WEAPON.

The anxiety of the Japanese to recover the torpedo lost in Belfast Lough by the new battleship *Kongo* is easily explained, remarks a writer in a London contemporary. The *Kongo's* torpedoes embody most important secrets, for they are understood to be as much ahead of the new British 21-inch torpedo as the latter is ahead of the old pattern 18-inch weapon. Propelled by engines worked by hot air generated by a spirit, the composition of which is a secret, the *Kongo's* torpedoes have a much longer effective range than the British weapons, and are reported to be in other respects more formidable. As the *Kongo* is the first ship to carry them, it would be ill-luck for Japan if one of these weapons fell into hands that could unravel its secrets to her disadvantage. Hence it is that the Japanese Government have offered £200 reward for the lost weapon. This is forty times the sum given by the British Admiralty for the recovery of a lost torpedo.



[FROM OUR OWN CORRESPONDENT.]

THE STAMP DUTIES SCHEME.

Sir Francis has raised the backs of Legations on several occasions. Not he propounded a scheme of stamp duty which was designed in a sense to tax foreigners. The Government endeavored to apply it in China among the Chinese, but unhappily this excellent source of prospective revenue could not be taken for, lack of power on the part of Government to enforce the tax, and dreams of avarice which were conjured up in the minds of an impetuous Government were rudely shattered. Unable to inflict it upon their own people the Government dared not, therefore, to enforce it on the foreign community. What would have happened had the been made cannot be told, but I saw a diplomat shut his jaws with an ominous snap upon the grim expression "let 'em try." In fact, I believe British Consuls have already been warned that no British subjects in China may pay this tax; a move which, no

**THE CANTON GOVERNMENT**

**IMPENDING CHANGES.**

Some changes are impending in the Government at Canton. General we understand, will divest himself of civil duties of the office of Tutu and confine his attentions to purely military affairs as head of the Army in Kiangtung. The Civil Administrator will be Chen Shiu Chung, who intended to leave Peking on the 5th inst. for Canton.

OPENING OF NEW SCHOOL AT  
KOWLOON.

and to show that again, we have earned the maximum grant under Codo (Applause). I think it a great tribute to Miss Skipton and her co-staff, and I am sure that the education which is imparted in this school, and the discipline that is maintained, is all that the friends of the school could possibly desire. It is impossible to-day, at a rate I have found it impossible to go round the building during the dedication service, to make a thorough

diocese and who look forward to their education to be given in this school during the coming year, will renew and increase the subscriptions already given so that all liabilities will be cleared up before long. It has been a very great privilege to me to-day to open this school in the faith of Jesus Christ, and to be sure that we all hope that God's blessing will rest upon this house, on all who are here and on all who will return.—(Applause.)

His Lordship said: The Bishop said something worth wanting if they did express a cordial vote of thanks to His Excellency for his kindness in attending The Government of Hongkong. I am certainly been consistently friendly and sympathetic towards the school. Henry May had also been very friendly towards it, and his Lordship said that it was largely his influence that had induced the Government to contribute an amount of \$10,000 towards the building (applause). His Lordship dwelt on the excellent work done by the ladies of the committee and concluded by moving a hearty vote of thanks to His Excellency. Mr. BOWEN seconded the motion in thanking His Excellency and all visitors for their attendance, asked them to send as much as they could towards paying off the debt still owing on the building.

The vote was carried by acclamation and the Officer Administering the Government returned thanks for its being recorded.

IN SUMMARY JURISDICTION.

## THE SOTTO CASE.

The Court found in favour of the United States on the first three points of the defence, and in favour of the prisoners on the fourth point, although it was the opinion of the Crown Attorneys that the *Habeas Corpus* Act of Charles II. was inapplicable. The Attorneys for the United States are of the same opinion, and, in fact, this question has already been decided by the Court of King's Bench in London. The matter is therefore now under consideration by the Colonial Government in Hongkong as to whether further action shall be taken.

### AN UNFORTUNATE INCIDENT.

## A FIND

The buyer was the proprietor of a number of provision shops, including some sausage shops. One day, he who was an antiquarian, noticed the girl behind trapping up in one of shops a peculiar kind of paper with a c on it. He looked at it more closely soon saw that he held in his hands a important autograph letter of the Peter. He went at once to the dealer to find out how this extraordinary literature came into his hands and in the manner of it, as has already been thereupon he man liked to pay practical any sum for the letters, but the manager of the shop let him have it all for 2d. only too glad to be rid of the arguments for another auction and the attendant difficulties and worries.

PROVIDENCE AND INSURANCE COMPANIES

The new regulations also call for several changes in the conduct of fire insurance business. The language of the existing regulations has already been noted. The deposit for fire (as well as marine insurance companies used to be 1000,000 yen. Under the new regulations the minimum deposit remains the same, but if the premium income exceeds 200,000 yen half of the excess income has also to be deposited.

There are 18 Japanese fire insurance companies, who in 1911 received premiums amounting to £896,000, and paid claims totaling £288,000, their business expenses being £264,000. There are 2 foreign fire insurance companies doing business in Japan, most of which are British.

# FACE BLEMISHES SPREAD 'ROUND NECK

Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; Potter Drug & Chem. Corp., Boston, U. S. A.

**For Tender-faced men** should shave with Cuticura Soap Shaving Stick. Sample free.

NEW CONSIGNMENTS  
STERLING SILVER WARE

# PRINCE'S PLATE

## CUTLERY

From the

**SOLE AGENTS:**

**CHS. J. GAUPP  
& CO.,**

**ALEXANDRA BUILDINGS.**

### CHATER ROAD



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.

Telegraphic Address: "Press."

Cable: A.B.O. 5th Ed., Lieber's.

## NEW ADVERTISEMENTS

## NOTICE.

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

ELECTRICAL ENGINEERS AND MANUFACTURERS.

MR. A. B. RAWORTH has been Appointed MANAGER for Hongkong and South China from the 10th inst.

10, Des Voeux Road, Hongkong.

Head Office, Shanghai.

PERCIVAL H. NYE, Managing Director.

Hongkong, 11th September, 1913. [1064]



KOWLOON BRITISH SCHOOL.

THE above SCHOOL for Children (of all ages) of British and European Parents only RE-OPENS on MONDAY, 15th inst.

Hongkong, 11th September, 1913. [1065]

## FROM EUROPE.

THE H.A.L. Steamship

"LIBERIA," Captain G. Schröder, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 16th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatsoever.

This Steamer brings on Cargo:

Ex ss. "Norge" from Göteborg.

Ex ss. "Euse" from Amsterdam.

Ex ss. "Jolo" from Dronnen.

Ex ss. "Halmstad" from Halmstad.

Ex ss. "Norge" from Göteborg.

Ex ss. "Stahock" from Stahock.

Ex ss. "Germania" from Göteborg.

Ex ss. "Seemann" from Havre.

HAMBURG-AMERIKA LINIE, Headmaster.

Hongkong, 10th September, 1913. [1066]



VICTORIA BRITISH SCHOOL.

THIS SCHOOL for Children (all ages) of British and European Parents only, RE-OPENS on MONDAY, 15th inst.

For particulars, apply—

H. A. COX, M.A., Headmaster.

Hongkong, 10th September, 1913. [1059]

## NOTICE.

ESTATE of the late Major C. M. FLEURY, Royal Army Medical Corps.

ALL Persons having Claims against the above Estate are directed to submit them to the President, Committee of Adjustment, Military Hospital, Kowloon, not later than the 10th of October, 1913.

No Claims submitted after that date will be considered.

A. McMUNN, Major, R.A.M.C., President, Committee of Adjustment.

Hongkong, 10th September, 1913. [1056]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF EDWARD HENDERSON, late of No. 49, Barkston Gardens, South Kensington in the County of Middlesex, England, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 55 of the Probate Ordinance 1897 made an Order limiting the time for sending in their Claims against the above Estate to the 1st day of October, 1913.

All Creditors are accordingly hereby required to send their Claims to the Undersigned on or before that date.

JOHNSON, STOKES & MASTER, Solicitors for the Executors of the above-named deceased.

Hongkong, 4th September, 1913. [1034]

THE HONGKONG AND CHINA GAS CO., LTD.

## NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,

J. McCUBBIN, Acting Local Secretary and Resident Engineer.

Hongkong, 9th August, 1913. [958]

## PUBLIC COMPANY

A. S. WATSON & CO., LIMITED.

## NOTICE.

SHARE CERTIFICATE No. 6008 for TWENTY FIVE (25) SHARES numbered 7727 to 7751 inclusive fully paid-up, standing in the name of JEROME PRAGER of Manila, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company, Alexandra Buildings, Des Voeux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 23rd August, 1913. [1001]

## INTIMATIONS

HONGKONG CLUB.

## NOTICE.

THE TWENTY FOURTH HALF-YEARLY DRAWING OF 65 DEBENTURES (4000 each) of the HONGKONG CLUB, Payable on TUESDAY, the 30th September, 1913, will be held in the Club House at 11 o'clock a.m. on FRIDAY, the 19th September, 1913.

Bearers of Debentures are invited to attend the Drawing.

By Order,

JAMES CRAIK, Secretary.

Hongkong, 9th September, 1913. [1060]

## HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS FOR THE 1914 MEETING.

MEMBERS desirous of Subscribing are requested to send their Names to the Undersigned as soon as possible. Lists will be found at the HONGKONG CLUB, and at the JOCKEY CLUB'S OFFICE.

H. P. WHITE, Acting Clerk of the Course.

Hongkong, 9th September, 1913. [1060]

## NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Raitonjee & Son, where we are displaying an entirely new—Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.

D. CHELLARAM, [907]

## MASSAGE.

SKILFUL, Safety in the General or Electric.

MISS MORITA, Care of NOMEA HOTEL, 15, 16 and 17, Connaught Road, Opposite Blake Pier.

Hongkong, 8th May, 1913. [552]

## FOR SALE OR TO LET.

TWO LARGE HOUSES in GAGE STREET, FOUR STORIES, Eight Rooms and Servants' Quarters. For full particulars, apply—

F. M. E., Care of "Daily Press" Office.

Hongkong, 6th September, 1913. [1043]

## FOR THE SUMMER MONTHS SPECIALITIES

CORNEO OX TONGUES, CORNEO BEEF, CORNEO PORK.

PRESSED BEEF, GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE DAIRY FARM CO., LTD.

## GRACA &amp; CO.

PEPPER ST. (Hongkong Hotel Building). Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received

FRESH SUPPLY OF VEGETABLE SEEDS.

[542]

NOTHING BETTER FOR THE SEASON!

## JUST RECEIVED.

STYLISH BATHING DRESSES and CAPS. FINEST VOILES STRIPED, FLOWERS and FANCY.

FINEST MUSLINS, PLAIN and DOTTED, EMBROIDERED MATERIALS, &c., &c.

You will find Our Range Incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co., 1c, D'AGUIAR STREET.

Hongkong, 26th June, 1913. [45]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

## PIANO DEPARTMENT

SPECIAL OFFER FOR TWO WEEKS ONLY OF THE WHOLE OF OUR STOCK OF MAGNIFICENT NEW PIANOS

By BROADWOOD, DORNER, COLLARD, CHALLENGE, ETC.

AT ENORMOUS REDUCTIONS FOR CASH ONLY.

MUSICAL INSTRUMENTS, VIOLINS, BANJOS, MANDOLINES BRASS INSTRUMENTS AT HALF-PRICE.

A few of the Bargains are mentioned below:—

| PIANOS   | USUAL PRICE | SALE PRICE |
|--|-------------|------------|
| Ebonized Solid Mahogany by Challen & Son       | 575         | 475        |
| Solid Mahogany Cottage by Collard & Collard    | 550         | 450        |
| Ebonized Mahogany Cottage by Collard & Collard | 600         | 500        |
| Ebonized Mahogany Cottage by Broadwood         | 600         | 500        |
| Ebonized Mahogany Cottage by Broadwood         | 700         | 600        |
| Solid Oak with Folding Doors by Broadwood      | 750         | 600        |
| Ebonized Baby Grand by Broadwood               | 1,300       | 1,000      |
| Ebonized Upright Model by Dorner & Sohn        | 750         | 640        |
| Ebonized Piccolo Grand by Dorner & Sohn        | 1,150       | 970        |

## MUSIC.

VOCAL SCORES:—USUAL PRICE \$4.50, SALE PRICE \$1.00 EACH.

SHEET MUSIC:—SONGS, WALTZES, ETC., USUAL PRICE \$1, SALE PRICE 50 CENTS EACH.

SOILED SHEET MUSIC 20 CENTS PER COPY, 6 FOR \$1.00.

The above Department will shortly be transferred to Mr. WM. ANDERSON, our Piano Manager, who will carry on the Business at New Premises.

## LANE, CRAWFORD &amp; CO.

[46]

## YOST TYPEWRITER.

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

## MACEWEN, FRICKEL &amp; Co.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

4, Des Voeux Road, HONGKONG. SHAMEN, CANTON.

1st May, 1913. [3921]

## TO LET

TO LET. (From 1st July, 1913.)

NO. 2, MOUNTAIN VIEW, THE PEAK.

Apply—

LINSTEAD & DAVIS.

Hongkong, 10th June, 1913. [780]

## TO LET.

NO. 104A, THE PEAK, from 1st November, 1913, Partly Furnished.

Apply—

S. J. DAVID & Co., Prince's Building.

Hongkong, 9th September, 1913. [1051]

## TO LET.

HOUSES in TORRES BUILDINGS, KIMBERLEY ROAD, KOWLOON, from the 1st October.

Apply to—

SPANISH DOMINICAN PROCUSSION.

Hongkong, 27th August, 1913. [1012]

## TO LET.

MODERN THREE-ROOMED FLATS with every convenience, Hampden Buildings, Cornwall Avenue, Kowloon.

No. 2, MINDEN VILLAS, Mody Road, Kowloon, Five Rooms, Tennis Court.

FOUR-ROOMED HOUSES in Cameron Terrace, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings.

Hongkong, 12th August, 1913. [964]

## TO LET.

OFFICE in ALEXANDRA BUILDINGS.

Apply—

A. S. WATSON & Co., Ltd., Hongkong, 22nd August, 1913. [965]

## TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, PEAK.

No. 5, STEWART TERRACE, PEAK.

Apply to—

M. J. D. STEPHENS, Hongkong, 17th July, 1913. [722]

## TO LET

TO LET.

A 5-Roomed House, "BASILIA," 3, Lyttelton Road, Furnished or Unfurnished.

Apply to—

Captain KUMPEL, at the same address or by Telephone No. 1299.

Hongkong, 5th September, 1913. [1040]

## TO LET.

NO. 14, ARBUTHNOT ROAD, from 1st October. 7 LARGE ROOMS; 3 minutes from Town. Good View of Harbour.

Apply to—

E. A. CARVALHO and J. V. BRAGA, 14, Arbuthnot Road.

Hongkong, 4th September, 1913. [1036]

## TO LET OR FOR SALE.

GODOWNS at 98, 98A, 99 and 99A, Praya East.

Apply to—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions.

Hongkong, 4th September, 1913. [1035]

## TO LET.

"RANFURLY," No. 11, Conduit Road.

GODOWNS, 94, Waichai Road, 102, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., Hongkong, 1st September, 1913. [65]

## TO LET.

NO. 116, PEAK, "LEWKNOR," Furnished or Unfurnished, 5 ROOMS.

"ROGATE," Austin Road, Kowloon, from 1st October.

MERION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913.) No. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

To Let or For Sale. "GLENSHIRE," No. 124, Barker Road, Peak, 5 ROOMS.

For Sale. "LADBROOKE," No. 9, Conduit Road. Fine View of Harbour, 8 ROOMS, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE," on part of Kowloon Island Lot No. 1154.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 9th September, 1913. [94]

## AUCTIONS

G. R.

## PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of September, 1913, at 3 p.m., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of Two Lots of CROWN LAND at Wong Nei Chong Road and Tai Hang Village respectively in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

## PARTICULARS OF THE LOTS.

| No. of Lot | Boundary Measurements | Contents        | Area    | Upst. Price |
|------------|-----------------------|-----------------|---------|-------------|
| Lot 1      | 100 feet by 100 feet  | 21,000 sq. feet | 210,000 | 12,110      |
| Lot 2      | 100 feet by 100 feet  | 21,000 sq. feet | 210,000 | 12,110      |

as per sale plan.

[1045]

## ON SALE

AT THE HONGKONG DAILY PRESS

## OFFICE.

NEW AND UP-TO-DATE PLANS OF THE SI-KIANG

## OR

WEST RIVER.

## PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

## BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 per cent per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Chief Manager.

Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,200,000

RESERVE FUND ..... £1,700,000

RESERVE LIABILITY OF PROPRIETORS ..... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 14th April, 1913. [183]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1853.

Authorised Capital Fl. 30,000,000 (£2,500,000)

PAID-UP CAPITAL ..... Fl. 17,407,000 (£1,450,583)

RESERVE FUND ..... Fl. 6,819,000 (£549,100)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKER: THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager.

No. 8, Des Voeux Road Central.

Hongkong, 13th August, 1913. [21]

## BANKS

THE MERCHANTILE BANK OF INDIA, LIMITED.

Authorised Capital ..... £1,500,000

Subscribed ..... 1,125,000

Paid-up ..... 562,500

Reserve Fund ..... 415,000





**NAPIER JOHNSTONE'S**  
"SQUARE BOTTLE"

**WHISKY.**  
UNVARIED FOR OVER  
**150 YEARS.**

THE SAME TO-DAY AS IN  
**1745.**

**BEWARE OF IMITATIONS.**

SOLE AGENTS IN HONGKONG  
**LANE CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS.

**MARTIN'S**  
**APIOL & STEEL**  
**PILLS**  
A French Remedy for all irregularities of the female system, such as loss of blood, pain in the head, back, and limbs, etc. It is a powerful purgative, and its use is recommended by all the leading medical authorities. It is sold in all the leading chemists and druggists.  
**MARTIN'S**  
**APIOL & STEEL**  
**PILLS**

**FOR NERVOUS EXHAUSTION**  
LOSS OF MEMORY and DEBILITY and to face the HERES  
**CHAPOTEAUT'S**  
**PROPHO-GLYCERATE OF LIME**  
It increases vital energy and nerve force. Cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.  
IN CAPSULES, IN WINE, AND IN SYRUP

**THE NEW FRENCH REMEDY. No. 123**  
**THERAPION**  
It is a powerful purgative, and its use is recommended by all the leading medical authorities. It is sold in all the leading chemists and druggists.  
**THERAPION**

**LATEST STEAMER MOVEMENTS.**

The T.K.K. str. *Shingo Maru*, which left San Francisco on the 10th August, is expected to arrive at this port via Honolulu, Japan ports and Shanghai on the 12th September, between 10 and noon.  
The C.P.R. str. *Empress of India* left Yokohama on the 10th September, at noon, and is due to arrive at Kobe on the 11th September, at noon.  
The C.P.R. str. *Monteagle* left Kobe on the 9th September, at 1 p.m., and is due to arrive at Yokohama on the 9th September, at 4 p.m.  
The H.A.L. str. *Ferd. Lucie* left Moji on the 10th September, a.m., and may be expected here on or about the 13th September, a.m.  
The F.M. str. *Korea* left Manila on the 10th September, between 2 and 4 p.m., which will make her due to arrive here about the 12th September, at 8 a.m.  
The N.Y.K. str. *Sado Maru* (American Line) left Shanghai for this port on the 9th September, and is expected here on the 12th September, a.m.  
The N.Y.K. str. *Kawachi Maru* (Bom-bay Line) left Singapore for this port on the 9th September, and is expected here on the 12th September, a.m.  
The N.Y.K. str. *Penang Maru* (Bom-bay Line) left Bombay for this port via ports on the 9th September, and is expected here on the 12th September, a.m.  
The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 12th September, a.m.  
The N.Y.K. str. *Pasa Maru* (Calcutta Line) left Singapore for this port on the 9th September, and is expected here on the 12th September, a.m.  
The N.Y.K. str. *Iga Maru* (European Line) left Yokohama for this port via ports on the 10th September, and is expected here on the 22nd September.  
The N.Y.K. str. *Aki Maru* (European Line) left Marseilles for this port via ports on the 6th September, and is expected here on the 8th October.  
The N.Y.K. str. *Sanuki Maru* (American Line) left Seattle for this port via ports on the 9th September, and is expected here on the 12th October.

**SEIZURE OF KWANGTUNG BANK NOTES.**

**INTERESTING PROCEEDINGS AT THE MAGISTRACY.**

Before Mr. G. N. Orme, at the Magistrate's Court yesterday, three Chinese were charged with being in unlawful possession of Kwangtung bank notes, to the aggregate value of about \$67,000, at Yaumati on the 26th August. The first man, Wong Tso Sun, was charged with being in possession of \$4,500 worth, the second, Ma Yik Fai, \$40,000, and the third, Ma Kwan, \$22,500. The amounts were amended to the present figures on the application of Mr. F. B. L. Bowley, who presented.

Mr. G. K. Hall Brutton (of Messrs. Brutton & Hett) appeared for the defence.

Mr. Bowley said that the first prisoner was arrested in the middle of the day, or the early afternoon, at the back of a money-changer's shop in Shanghai Street, Yaumati. He was found carrying the small bag produced and was taken to the Yaumati Police Station. The bag was opened and it was found to contain \$3,282 in Hongkong notes. The police went to the money-changer's shop and found there \$4,500 in Kwangtung bank notes. He would call the money-changer, who would say that the first prisoner had immediately before exchanged these Canton notes for the Hongkong notes. The first defendant said he received the Canton notes from a certain woman to change. On the same afternoon the second and third defendants were seen sitting on the Yaumati ferry launch, alongside the ferry wharf. One of them had the brown bag produced by his side, and the other had the other black bag produced in Court. They stated that a man named Pan Cheung Chan had given them these bags and had asked them to take them to an egg shop. One of the bags contained \$40,000, and the other \$22,500 in Kwangtung notes.

Chinese Detective 145, stationed at Yaumati, was first called. He stated that he arrested the first man at 2.30 at Yaumati, and the other two at 5.30 on the Yaumati ferry launch.

In answer to Mr. Brutton, he said that he arrested the second and third men whilst conveying the first man to the Central Police Station. There were no keys found on the men, and the bags were locked. The Sergeant at the station attempted to open the bags with his own keys. Witness did not charge the money, nor did he count the notes. The Sergeant did both. He heard the sergeant charge the defendants, but he could not remember the amounts of the notes he mentioned in the charges. The Sergeant would be able to say.

Mr. Brutton asserted that the witness must remember, and pressed him persistently for a definite answer.

His Worship said that the Sergeant would be called later, and he would be able to tell Mr. Brutton. This man could only give secondary evidence.

Mr. Brutton said he wanted an answer to his questions, and his Worship could not stop him asking questions. The constable might tell an entirely different story from that of the Sergeant, and then who was his Worship to believe?

His Worship said he should naturally believe the Sergeant in his evidence in regard to the amounts.

Mr. Brutton pointed out that the constable was present the whole time, and heard what passed. If the two policemen told different stories then the case for the prosecution broke down. This witness knew that the figures in the charge had been amended, and that was why he would not tell.

The question was again put to the witness, and he reiterated that he could not remember exactly. He recollected that in the case of the first man he was charged with being in possession of \$4,500. He also remembered that the figure "20" was mentioned in the charge against the second man, and the figure "20" also occurred in the charge against the third.

His Worship expressed the opinion that it would have been a rather extraordinary thing if he had remembered the whole figures. Mr. Brutton must remember that Chinese talked in tens of thousands.

Mr. Brutton—Your Worship, you are continually making excuses for this man; I really don't know why. These figures must have impressed themselves on this witness' mind.

His Worship—Have you got anything further to find out from this witness?

Mr. Brutton—Your Worship cannot stop me.

His Worship—If you ask him long enough he will very likely tell you something he does not know.

Mr. Brutton proceeded to ask the witness if he had ever obtained a conviction in Court before.

His Worship requested Mr. Brutton to ask questions bearing on the present case, and also asked him not to bully the witness.

**WM. POWELL, LTD.**

TELEPHONE 346.

**TABLE GLASSWARE.**

NEW STOCKS OF TABLE GLASSWARE CLEAR CRYSTAL.

—LACE ETCHED—  
"WESTMINSTER"

A VARIETY OF PLEASING DESIGNS ETCHED PATTERNS.

STOCKS HELD IN EACH PATTERN.

**INDO-CHINA PORTLAND CEMENT COMPANY, LTD.**

**FAMOUS DRAGON BRAND CEMENT**

**HIGH QUALITY BUILDING CEMENT**

ALWAYS IN STOCK

Apply to P. SOFFI TTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 230.

Mr. Brutton—You don't know what my defence is. I decline to be browbeaten by the Bench.

His Worship—That is quite all right. Will you go on?

Mr. Brutton (to the witness)—Will you kindly tell me if people have been convicted on your evidence, and—

His Worship (to the interpreter)—Ask him if he has ever had a conviction before.

Witness replied in the affirmative.

His Worship—Yes, of course he has.

Mr. Brutton (to witness)—So you know that your evidence when given in the box has to be exact. Do you know that your evidence when given in the box has to be true?—Yes, I know that.

And when a man is charged with stealing anything you have to specify the exact nature of the things he is charged with stealing, haven't you?

His Worship—That is irrelevant, Mr. Brutton. This charge was laid by Sergeant Brown.

Mr. Brutton—I do not care who has made the charge.

His Worship—Well, you ought to mind. His Worship pointed out again that this man's evidence in regard to the charge was quite secondary, and Sergeant Brown would be able to give all the information required. He would not allow any further questions unless they were relevant. If Mr. Brutton had no more questions the witness would stand down.

Mr. Brutton—By all means, your Worship. I can then apply for an acquittal at once. Will your Worship put down in writing on your notes that you decline to allow my questions? I want to have that down in writing. Your Worship declines to allow me to cross-examine?

His Worship—This is an extraordinary waste of time.

Mr. Brutton—I know, it is. It is your fault by your own conduct.

His Worship—Either sit down, or go out of the Court. I will not be spoken to like that.

Mr. Brutton—I take exception to your saying I am bullying the witness.

His Worship—Your manner to him gives the impression that you do frighten the witness.

Mr. Brutton—I am not trying to frighten the witness.

His Worship—I can see by his demeanour and conduct that he is excited and trembling as to what he should say.

Mr. Brutton—I know. That is the very point, and I am calling upon you to appreciate it.

Mr. Bowley—Perhaps if I may be allowed—

Mr. Brutton—Your Worship knows as well as I do that I get heated over these things. We have been up here—I have not been personally, but representatives of my firm have attended—four times

now, and now for some extraordinary reason the charge has been amended to some sums we have never heard of before. I want to get some explanation.

Mr. Bowley—If my friend will allow me, I think I can show easily that it is not at all extraordinary. You will find that these notes are tied up in bundles. They had been counted in bundles before, and I had them re-estimated in my office yesterday or the day before, and in going through them one by one we found—

Mr. Brutton—If it is only an estimate I leave it.

Mr. Bowley—That is all.

Mr. Brutton—I apologise to your Worship. I do not want to carry it any further now that I have my friend's explanation. Your Worship must excuse me getting heated.

Further evidence was taken, and the case was remanded.

**THE COASTING TRADE IN INDIA AND JAPAN.**

**QUESTION AGAIN BEFORE THE BRITISH PARLIAMENT.**

In the course of the debate on the Indian Budget in the House of Commons on the 7th instant, Sir J. D. Rees, the Conservative member for Nottingham, "implored the India Office not to forget the strong feeling among the commercial circles of India with regard to the action of Japan, which, whilst engaging in the coasting trade of India and cutting into and killing our trade, would not allow British Indian ships and British vessels to take part in the coasting trade in Japan."

**CORNBREDS IN CHURCHES.**

**THE AWFUL DANGER OF FIGURATIVE LANGUAGE.**

A well-known West-End clergyman is responsible for the following story, which he gives as an "awful example" of the dangers to which, even in these days of an educated democracy, a preacher is exposed who ventures to use figurative language in the pulpit.

The clergyman in question, when in the pulpit, made use of the following expression: "Natural science nowadays has become the handmaid of the Lord; but the revelation which comes to us from that domain is, as it were, from without, and may be likened unto a beam of sunlight darting through the windows of some ancient house of God; it does but reveal the presence of time's unnoticed cobwebs, which simply want brushing away."

As he was packing his robes in his bag before leaving the church, he noticed an elderly woman fidgeting about in the dim gloom at the back of the vestry. "What can I do for you?" he asked at length, as she showed no signs of taking her departure.

Nervously she burst forth: "Oh, sir, it were cruel of you to talk about time's cobwebs from the pulpit. I do my best, but my mop's too short, and vicar, he won't let me get another."

He did his best to console the old lady, assuring her that she had entirely misunderstood him, and she went away smiling, though he could see that she was not wholly convinced by his explanation.

**MOUTRIE'S PIANOS! PIANOS!!**

ON HIRE

AT \$10 PER MONTH.

TUNING AND REGULAR ATTENTION INCLUSIVE.

**S. MOUTRIE & CO., LTD.**

[629.5]

**NOTICES TO CONSIGNEES**

**"MOGUL" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES**

The Steamship "MONTROSE"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd Oct., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**DODWELL & Co. Ltd.,**  
Agents.

Hongkong, 4th September, 1913. [1039]

**AMERICAN & ORIENTAL LINE.**

**NOTICE TO CONSIGNEES.**

FROM NEW YORK.

The Steamship

"POLERIC"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence delivery may be obtained.

Goods not cleared by the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 11th inst., at 9.30 A.M.

All Claims must be presented within ten days of Steamer's arrival and no Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**THE BANK LINE, LTD.,**  
Agents.

Hongkong, 4th September, 1913. [1038]

**TOYO KISEN KAISHA.**

**NOTICE TO CONSIGNEES.**

S.S. "HONGKONG MARU"

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on THURSDAY, 11th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 8th inst. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 22nd inst.

All Claims must be filed on or before 25th inst., otherwise they will not be recognised.

**S. MORIMOTO,**  
Agent.

Hongkong, 9th September, 1913. [1055]

**"SHIRE" LINE OF STEAMERS, LTD.**

**NOTICE TO CONSIGNEES.**

FROM EUROPE, COLOMBO AND STRAITS.

The Steamship

"PADNORSIRE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after 15th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to us on or before the 15th inst., or they will not be recognized.

All damaged packages will be examined on 15th inst., at 10 A.M.

No Fire Insurance has been effected.

**S. C. de BUSSIERE,**  
Acting Agent.

Hongkong, 8th September, 1913. [2]

**NOTICES TO CONSIGNEES**

**NOTICE TO CONSIGNEES**

THE P. & O. S. N. Co.'s Steamer

"NILE"

Arrived Hongkong on 4th September, 1913, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 3 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWITT,**  
Superintendent.

Hongkong, 4th September, 1913. [1]

**EAST ASIATIC COMPANY, LIMITED.**

**COPENHAGEN.**

**NOTICE TO CONSIGNEES.**

The Steamship

"INDIEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M.

All Claims must reach us before the 20th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

**MELCHERS & Co.,**  
Agents.

Hongkong, 6th September 1913. [1046]

**S.S. "PAUL LECAT"**

**COMPAGNIE DES MESSEAGERIES MARITIMES.**

**NOTICE.**

CONSIGNEES of Cargo from London ex ss. "Breton" and "Normand", from Havre ex ss. "Normand" and from Bordeaux ex ss. "Ville de Constantin" and "Ville de Cetta" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after 15th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to us on or before the 15th inst., or they will not be recognized.

All damaged packages will be examined on 15th inst., at 10 A.M.

No Fire Insurance has been effected.

**S. C. de BUSSIERE,**  
Acting Agent.

Hongkong, 8th September, 1913. [2]

**FOR SALE.**

**GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS.**

Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—

**MANAGER,**

Hongkong Daily Press Office.







## VESSELS ON THE BERTH

For SHANGHAI.

THE P. &amp; O. S. N. Co.'s Steamship

Captain G. J. Coldwell, will leave for Shanghai TO-MORROW, the 12th inst., at Daylight. For Freight or Passage, apply to E. A. HEWETT, Superintendent. Hongkong, 9th September, 1913. [1]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

THE "DEVANHA," Captain W. R. Hickey, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 13th September, 1913, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALWA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

500 and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, where Cargo for London, &c., will be conveyed by Bombay in the s.s. "KORNA," due in London on the 25th October, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 1st September, 1913. [1]

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST.)

## PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. S.S. "SATSUMA," On or about 13th Sept. For Freight and further information, apply to DODWELL & CO., LTD. Agents. Hongkong, 8th September, 1913. [1013]

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL. (With liberty to call at the Malacca Coast.)

## THE Steamship

"AFGHAN PRINCE," Captain Whalley, will be despatched as above on MONDAY, the 20th September. For Freight and passage, apply to ARNHOLD, KARBURG & Co., General Agents. Hongkong, 10th September, 1913. [1061]

## GLEN LINE (MCGREGOR, GOW &amp; CO.), LTD.

## THE Steamship

"GLENLOGAN" (Capt. Jas. McGregor), For GLASGOW, LONDON AND ANTWERP.

The above Steamer will be despatched for the Ports named, on or about 7th October, 1913. The Vessel has excellent accommodation for 30 Saloon Passengers, all Cabins Ample, and is fitted with Electric Light and Fans in every cabin.

A duly qualified Stewardess and Doctor are carried. Attention is particularly directed to the Moderate Rates charged, viz.:

Saloon Passage, Hongkong to Glasgow, London, or Antwerp, £40. For freight or passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 4th September, 1913. [1007]

## ON SALE.

## A TABLE OF THE

## RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 30 years, From 1874 to 1909.

## PRICE \$2 CASR.

On Sale at the DAILY PRESS Office or Local Booksellers.

## VESSELS ADVERTISED AS LOADING

To describe the ship, cargo, and any Vessels, the Harbour has been divided into four sections, commencing from Green Island, and these vessels are marked "k," together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION.                                      | VESSEL'S NAMES. | FLAG & REG. | DEPT. | CAPTAIN.             | FOR FREIGHT APPLY TO.         | TO BE DESPATCHED.       |
|---|-----------------|-------------|-------|----------------------|-------------------------------|-------------------------|
| LONDON, via usual ports of call.                  | DEVANHA         | Brit. str.  | —     | W. R. Hickey         | P. & O. S. N. Co.             | On 13th inst., at Noon. |
| LONDON & ANTWERP via Singapore, &c.               | DEVANHA         | Brit. str.  | —     | H. N. Rivers, E.N.S. | P. & O. S. N. Co.             | On 13th inst.           |
| LONDON & ANTWERP                                  | DEVANHA         | Brit. str.  | —     | G. J. Coldwell       | JARDINE, MATHESON & Co., Ltd. | On 13th inst.           |
| HAYRE & HAMBURG, &c.                              | DEVANHA         | Brit. str.  | —     | Jochims              | HAMBURG-AMERICA LINE          | On 14th inst.           |
| HAYRE, BREMEN & HAMBURG, &c.                      | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| HAYRE, ANTWERP & HAMBURG, &c.                     | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| HAYRE & HAMBURG, &c.                              | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| MARSHALLS, LONDON & ANTWERP via Singapore, &c.    | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| VICTORIA, B.C. & SEATTLE via KENTING, &c.         | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLYMOUTH.  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| VICTORIA, B.C. & TACOMA via KENTING, &c.          | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| TRIESTE, Fiume, Venice via Singapore, &c.         | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| GLASGOW, LONDON & ANTWERP                         | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| BOSTON & NEW YORK via SUEZ CANAL                  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| NEW YORK  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| VANCOUVER via SHANGHAI, JAPAN, &c.                | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| VANCOUVER, SEATTLE and/or Tacoma & PLYMOUTH (Or). | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SAN FRANCISCO via Manila & Japan, &c.             | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SAN FRANCISCO via Manila & Japan, &c.             | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SAN FRANCISCO via KENTING & Japan, &c.            | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| AUSTRALIAN PORTS via MANILA                       | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| AUSTRALIAN PORTS via MANILA                       | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| MEXICAN, PERUVIAN & CHILE Ports via JAPAN         | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| YOKOHAMA, KOBE & MOJI                             | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| YOKOHAMA & KOBE via SHANGHAI                      | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| KOBE & YOKOHAMA                                   | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| KOBE & YOKOHAMA                                   | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| KOBE & YOKOHAMA                                   | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| NAGASAKI, KOBE & YOKOHAMA                         | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| MOJI, KOBE & YOKOHAMA                             | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| WEIHAIWEI, CHEFOO & TIENTSIN                      | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| YIENSIN via WEIHAIWEI & CHEFOO                    | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| KEBBAO  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI, KOBE & YOKOHAMA                         | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI via SWATOW                               | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI, KOBE & YOKOHAMA                         | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA               | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI, TSINGTAO, KOBE & YOKOHAMA               | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI, MOJI, KOBE & YOKOHAMA                   | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI, MOJI & KOBE                             | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI, YOKOHAMA, KOBE & MOJI                   | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI, YOKOHAMA, KOBE & MOJI                   | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SHANGHAI  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| ANPING & TAKAO via SWATOW & AMOY                  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| FOOCHOW via SWATOW & AMOY                         | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| TAMU via SWATOW & AMOY                            | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SWATOW, NINGPO & SHANGHAI                         | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SWATOW  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SWATOW, AMOY & FOOCHOW                            | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| AMOY & FOOCHOW                                    | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| MANILA  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| MANILA, MANGABIN, CEBU & ILOILO                   | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| MANILA, CEBU & ILOILO                             | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| MANILA  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| MANILA, MANGABIN, CEBU & ILOILO                   | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| BATAVIA, CHERIBON, SAMARANG, &c.                  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| BOMBAY via SINGAPORE & COLOMBO                    | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| BOMBAY via SINGAPORE, PENANG & COLOMBO            | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SINGAPORE & SAMARANG                              | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SINGAPORE, PENANG & CALCUTTA                      | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SINGAPORE, PENANG, RANGOON & CALCUTTA             | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| SANDAKAN  | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| JESSELTON, KUDAT & SANDAKAN                       | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |
| HOHANG, FAKHOI & HAPPHONG                         | DEVANHA         | Brit. str.  | —     | Hensen               | HAMBURG-AMERICA LINE          | On 14th inst.           |

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

| TO VANCOUVER       |           |          |          |         |          |           |         | FROM VANCOUVER     |           |          |          |          |          |           |          |
|--------------------|-----------|----------|----------|---------|----------|-----------|---------|--------------------|-----------|----------|----------|----------|----------|-----------|----------|
| STEAMERS           | Hong-kong | Shanghai | Nagasaki | Kobe    | Yokohama | Vancouver | Quebec  | STEAMERS           | Vancouver | Yokohama | Kobe     | Nagasaki | Shanghai | Hong-kong | Arrive   |
| EMPERESS OF INDIA  | 24 Sept.  | 27 Sept. | 29 Sept. | 1 Oct.  | 3 Oct.   | 15 Oct.   | 23 Oct. | EMPERESS OF INDIA  | 27 Aug.   | 10 Sept. | 11 Sept. | 13 Sept. | 15 Sept. | 18 Sept.  | 18 Sept. |
| EMPERESS OF ASIA   | 8 Oct.    | 10 Oct.  | 12 Oct.  | 14 Oct. | 16 Oct.  | 25 Oct.   | 30 Oct. | EMPERESS OF ASIA   | 13 Sept.  | 21 Sept. | 22 Sept. | 24 Sept. | 26 Sept. | 29 Sept.  | 29 Sept. |
| EMPERESS OF JAPAN  | 22 Oct.   | 25 Oct.  | 27 Oct.  | 29 Oct. | 31 Oct.  | 12 Nov.   | 20 Nov. | EMPERESS OF JAPAN  | 24 Sept.  | 8 Oct.   | 9 Oct.   | 11 Oct.  | 13 Oct.  | 16 Oct.   | 16 Oct.  |
| EMPERESS OF RUSSIA | 5 Nov.    | 7 Nov.   | 9 Nov.   | 11 Nov. | 13 Nov.  | 22 Nov.   | 27 Nov. | EMPERESS OF RUSSIA | 1 Oct.    | 17 Oct.  | 20 Oct.  | 22 Oct.  | 24 Oct.  | 27 Oct.   | 27 Oct.  |
| EMPERESS OF INDIA  | 19 Nov.   | 22 Nov.  | 24 Nov.  | 26 Nov. | 28 Nov.  | 10 Dec.   | 18 Dec. | EMPERESS OF INDIA  | 8 Oct.    | 19 Oct.  | 20 Oct.  | 22 Oct.  | 24 Oct.  | 27 Oct.   | 27 Oct.  |
| EMPERESS OF ASIA   | 3 Dec.    | 5 Dec.   | 7 Dec.   | 9 Dec.  | 11 Dec.  | 20 Dec.   | 25 Dec. | EMPERESS OF ASIA   | 22 Oct.   | 5 Nov.   | 6 Nov.   | 8 Nov.   | 10 Nov.  | 13 Nov.   | 13 Nov.  |

## PASSAGE RATES—HONGKONG TO LONDON.

| STEAMERS           | Meals and Sleeping | Car Berth across | Canada \$3 additional. |
|--------------------|--------------------|------------------|------------------------|
| EMPERESS OF RUSSIA | \$71.10            | \$71.10          |                        |
| EMPERESS OF ASIA   | \$65               | \$65             |                        |
| EMPERESS OF INDIA  | \$65               | \$65             |                        |
| EMPERESS OF JAPAN  | \$65               | \$65             |                        |
| MONTEAGLE          | \$43               | \$45             |                        |

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application. AROUND THE WORLD RATES in connection with SOLE MAIL LINES or TRANS-SIBERIAN ROUTE. Passengers may proceed by Rail between Ports of Call in Japan if so desired.

## THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 34,000 tons, are now equipped with turbine steamers, the fastest and most luxurious on the Pacific.

SPECIAL OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation. Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedlar Street and Praya.

## SHIPPING

## ARRIVALS.

ABARANDA, American str., 2,600, E. V. W. Keen, 9th September—Manila 6th September, Nil—Order.  
HAINUN, British str., 916, J. W. Evans, 10th September—Swatow 9th September, General.—Douglas, Lapraik & Co.  
LANDART, German str., 1,612, A. Struve, 10th September—Saigon 5th September, Rice.—Siemssen & Co.  
LIBERIA, German str., 2,304, G. Schroder, 10th September—Singapore 4th September, General.—Hamburg-America Linie.  
KWEILIN, British str., 1,034, G. D. S. Mills, 10th September—Cebu 4th September, Ballast.—Butterfield & Swire.  
OANPA, British str., 5,800, W. C. Lyett, 10th September—Liverpool 2nd August, General.—Butterfield & Swire.  
SHANGHAI, British str., 1,037, E. M. French, 9th September—Samarang 25th August, Sugar.—Butterfield & Swire.  
WUHU, British str., 1,227, H. S. Howard, 9th September—Hongkong 6th September, Coal.—Butterfield & Swire.  
YINGCHOW, British str., 1,206, Pottinger, 10th September—Shanghai 9th September, General.—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. September 10th.  
COLOMBO MAIL, Jap. str., for Calcutta.  
HAINUN, British str., for Swatow.  
OANPA, British str., for Yokohama.  
KURANG, British str., for Kebu.  
SEANGCHON, British str., for Rangoon.  
SIAM, British str., for Singapore.  
TAIWAN, British str., for Saigon.  
TANGU MARU, Japanese str., for Kobe.  
TULIOW, Dutch str., for Shanghai.

## DEPARTURES.

September 10th.  
EMPERESS OF RUSSIA, British str., for Shanghai.  
KYODO MARU, Jap. str., for Canton.  
KITANO MARU, Jap. str., for Singapore.  
KUMSANG, British str., for Calcutta.  
LAERTS, British str., for Saigon.  
MARIE, German str., for Bangkok.  
O. J. D. ABERNETHY, German str., for S'pore.  
PHANANG, German str., for Saigon.  
RANGONG MARU, Jap. str., for Shanghai.  
WUHU, British str., for Shanghai.

## VESSELS EXPECTED.

THE AUSTRALIAN MAIL.  
The I.C.M. str. *Coblenz* left Sydney on the 23rd August, and may be expected here on or about the 13th September.  
The E. & A. str. *Eastern* left Sydney for this port on the 27th August (via Queensland Ports, Port Darwin, Timor and Manila), and may be expected to arrive here on the 20th September.  
The N.Y.K. str. *Inaba Maru* (Australian Line) left Sydney for this port via ports on the 3rd September, and is expected here on the 22nd September.  
THE GERMAN MAIL.  
The I.C.M. str. *Onesina*, carrying the German mails, with dates from Berlin of the 20th September, left Colombo on the 6th September, p.m., and may be expected here on or about 17th September.  
THE ENGLISH MAIL.  
The P. & O. str. *Assaye* left Singapore for this port on the 6th September, at 10 a.m., with the outward English mails, and is due here on the 11th September, at about 5 a.m.

## MERCHANT STEAMERS.

The *Apar* str. *Gregory Apar*, from Shanghai and Kobe, left Moji on the 7th September, p.m., and may be expected here on or about the 11th September, p.m.  
The str. *Zafra* left Manila on the 5th September, and is due here on the 11th September, at daylight.  
The Ben Line str. *Denarty*, from Antwerp, Middlesbrough and London, left Singapore on the 6th September, and may be expected to arrive here on or about the 12th September.  
The Swedish East Asiatic Co.'s str. *Yeddo* left Port Said on the 20th August, and is expected to arrive here on or about the 13th September.  
The T.K.K. str. *Buyo Maru* left Manzanillo for Honolulu on the 28th July, and is due in Hongkong on the 20th September.  
The N.Y.K. str. *Yokohama Maru* (American Line) left Seattle for this port via ports on the 28th August, and is expected here on the 28th September.  
The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 28th September.  
The Swedish East Asiatic Co.'s str. *Japan* left Port Said on the 7th September, and is expected to arrive here on the 2nd October.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

Kwongkong, from Shanghai, is due in Hongkong 12th September.  
SHIRE LINE, LIMITED.  
Den of Glamis, from London, is due in Hongkong 10th September.

## INDO-CHINA S. NAV. CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI via SWATOW  
TIENTSIN via WEIHAIWEI & CHEFOO  
SINGAPORE & SOUBAAYA  
"LOONGSANG"  
"MAUSANG"  
"KUNGSANG"  
"YUENSANG"  
RETURN TOURS TO JAPAN.

The Steamers "KUNGSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. The "KUNGSANG" is supplemented by the "LAISANG" for Yokohama, Kobe and Moji and returning "SUSANG" leaving Hongkong at regular intervals. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yantai, Chefoo, Tientsin, Dairen, Wai, Tientsin, Chefoo, Jeonju and Labuan. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD. GENERAL MANAGERS. Hongkong, 10th September, 1913.

## BRITISH INDIA S. N. CO., LTD.

## NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "FULTALA" 4,154 tons gross. Captain Chidley, will be despatched for YOKOHAMA, KOBE and MOJI on the 20th September, at 4 P.M., taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD. AGENTS. Telephone No. 215. Hongkong, 6th September, 1913.

## THE ROYAL MAIL STEAM PACKET COMPANY.

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO CHANGE WITHOUT NOTICE.



BRITISH INDIA S. N. CO., LTD.  
APCAR LINE.REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

## EASTWARD.

S.S. "JEDUNGA," 5,205 tons, Capt. J. R. O. Sullivan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 23rd September.  
S.S. "AIRATON APCAR," 5,205 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 27th September.

## WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 13th September, at 3 p.m.  
S.S. "DILWANA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched on 22nd September.The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.  
For Freight or passage, apply toDAVID SASSOON & CO., LTD.  
AGENTS.

Hongkong, 9th September, 1913.

## PACIFIC MAILS S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

| STEAMERS  | Tons                      | SALES    | From HONGKONG calling at     |
|-----------|---------------------------|----------|------------------------------|
| MONGOLIA  | 27,000 tons, twin screws. | COMFORT. | SHANGHAI, NAGASAKI,          |
| MANCHURIA | 27,000 tons, twin screws. |          | KOBE (via Inland Sea),       |
| KOREA     | 18,000 tons, twin screws. | SAFETY.  | YOKOHAMA and HONO-           |
| SIBERIA   | 18,000 tons, twin screws. |          | LULU (the Paradise of the    |
| NILE      | 11,000 tons.              |          | Pacific) through Service via |
| CHINA     | 10,200 tons.              | SPEED.   | NEW YORK to Europe.          |
| PERIA     | 9,000 tons.               |          |                              |

## SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS,  
WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE  
KEELS. COUSINE UNDER PERSONAL SUPERVISION OF MR. V.  
MORON, ONE OF THE WORLD'S MOST FAMOUS CATERERS.THE COST.—By this route to London with its unrivalled opportunities is  
£71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu  
the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are  
provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL  
RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

| STEAMERS  | Tons   | SALES                            | From HONGKONG calling at |
|-----------|--------|----------------------------------|--------------------------|
| PERIA     | 9,000  | SATURDAY, 13th Sept., at Noon    |                          |
| KOREA     | 18,000 | SATURDAY, 20th Sept., at 1 p.m.  |                          |
| SIBERIA   | 18,000 | SATURDAY, 4th Oct., at 1 p.m.    |                          |
| CHINA     | 10,200 | TUESDAY, 14th Oct., at Noon      |                          |
| MANCHURIA | 27,000 | TUESDAY, 21st Oct., at 1 p.m.    |                          |
| NILE      | 11,000 | TUESDAY, 28th Oct., at 9.45 a.m. |                          |
| MONGOLIA  | 27,000 | SATURDAY, 8th Nov., at 1 p.m.    |                          |
| PERIA     | 9,000  | TUESDAY, 25th Nov., at Noon      |                          |

## INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between  
Kobe and Yokohama Free of Charge.

## HONGKONG—MANILA SERVICE.

| From HONGKONG.       | Arrive Manila. | Leave Manila.          | Due Hongkong. |
|----------------------|----------------|------------------------|---------------|
| 13th Sept. ... PERIA | 15th Sept.     | 16th Sept. ... KOREA   | 12th Sept.    |
| 14th Oct. ... CHINA  | 16th Oct.      | 24th Sept. ... SIBERIA | 26th Sept.    |
| 28th Oct. ... NILE   | 30th Oct.      | 2nd Oct. ... CHINA     | 4th Oct.      |
| 25th Nov. ... PERIA  | 27th Nov.      | 9th Oct. ... MANCHURIA | 11th Oct.     |
| 30th Dec. ... CHINA  | 1st Jan.       | 18th Oct. ... NILE     | 20th Oct.     |

## LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).  
R. C. MORTON, AGENT.  
Panama-Pacific International Exposition—San Francisco—1915.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES

FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
VIA SHANGHAI.

For STEAMER To SAIL.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY  
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE  
and BLACK SEA.Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours  
Railway from MARSEILLES to LONDON. Interpreters meet passengers on their  
arrival in Marseilles.

For further particulars apply to

O. DE BUSPIERRE, ACTING AGENT,  
QUEEN'S BUILDING.SWEDISH EAST ASIATIC  
CO., LTD.  
GOTHENBURG.

| DESTINATION         | STEAMERS | TONS  | DATE OF SAILING. |
|---------------------|----------|-------|------------------|
| SHANGHAI, YOKOHAMA, | "YEDDO"  | 7,200 | On 13th Sept.    |
| KOBE and MOJI       | "PEKING" | 6,500 | On 23rd Sept.    |
|                     | "JAPAN"  | 9,000 | On 2nd Oct.      |

For Freight and Further Particulars, apply to  
ARTHUR NILSSON & Co.,  
YORK BUILDINGS, Top Floor.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

## PROPOSED SAILINGS.

FROM HONGKONG: 27th Sept. Connecting with "KATANGA" 13th Oct.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the  
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

## PROPOSED SAILINGS.

For Rates and Further Information, apply to  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 11 SEPT., 1913.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.  
10 p.m. FATSHAN. 5 p.m. KINSHAN.

FRIDAY, 12 SEPT., 1913.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.  
10 p.m. KINSHAN. 5 p.m. FATSHAN.A Telephone Service has been recently installed on the Canton Company's Steamers.  
Day Steamers Call No. 776, Night Steamers Call No. 775.

## HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

## HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

## EXCURSION TO MACAO.

SUNDAY, 14 SEPTEMBER, 1913.

The Company's Steamship

## "SUI AN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.  
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m.,  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,  
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. SAIYAM, 588 tons, and S.S. MANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct Steamers LINTAN and SANLI. These vessels have superior Cabin  
accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions (First Floor), opposite the Blake Pier.SAN FRANCISCO  
SCENIC ROUTE

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.  
S.S. CHIYO MARU ... 22,000 tons.  
S.S. SHINYO MARU ... 22,000 tons.S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)  
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)  
THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA,  
PHILIPPINES AND THE FAR EAST, VIA HONOLULU.These Vessels present the Farthest Advance in the Science of Shipbuilding, being  
Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment  
of Passengers, including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in  
every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathrooms, Steam  
Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture  
Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.WESTERN PACIFIC-DENVER AND  
RIO GRANDE.The T.K.K. Liners connect at San Francisco with the Palatial Trains of the  
Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City  
and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers.  
Dining Cars—Observation Cars. Electric Lights—Electric Fans. Union Depots. New  
Lands. Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the  
Sierras—Feather River Canon and the Royal Gorge of Colorado. Convenient connections  
at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

## AUSTRIAN LLOYD.

Under Mail Contract with the Austrian Government,  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.  
S.S. "AFRICA," 8,840 tons, will leave as above on 15th Sept., at 4 p.m.  
Superior accommodation for 1st, 2nd and 3rd Class passengers, no surtax, no tips, no inside Cabins. Doctor  
Stewardesses, Laundry, Wireless Telegraphy.FARES: Hongkong-Trieste (Venice), 250 1st, 236 2nd, 219 3rd Class.  
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA  
SEBASTOPOLIS, COLOMBO, ADEN, SUEZ AND PORT SAID.  
S.S. "AUSTRIA," 14,000 tons, will leave as above about 1st October.  
These Steamers of large tonnage are fitted with comfortable sea class accommodation for Saloon  
Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

## RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:  
Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £8.15, II £6.15.  
BY ST. GOTTHARD EXPRESS:  
Via Venice, Milan, St. Gotthard, Lucerne, Bern, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.15.  
BY SEBASTOPOLIS EXPRESS:  
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £14.10, II £10.10.  
BY TAVERN EXPRESS:  
Via Munich, Cologne, Hook or Flushing, Class I £7.10, II £5.10.

## TO SHANGHAI.

S.S. "KOERBER," 9,900 tons, will leave as above on 1st October, at 6 a.m.  
FARES: Hongkong-Shanghai, 26 1st, 24 2nd, 22 3rd Class.  
to KOBE via SHANGHAI, YOKOHAMA.  
S.S. "PERIA," 12,500 tons, will leave as above about 27th September.  
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

FANDER, WIELER &amp; Co., Agents.

Hongkong, 8th September, 1913.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL-STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Connecting Steamer | to      | Leave    | Leave    | Connecting Steamer       | Due at     | Due at               |
|--------------------|---------|----------|----------|--------------------------|------------|----------------------|
| "ORIENTAL"         | to      | SHANGHAI | HONGKONG | from COLOMBO             | MARSEILLES | PLYMOUTH             |
| YOKOHAMA           | COLOMBO | HAI      | KONG     | to MARSEILLES and LONDON | and LBS    | (London 1 day later) |
| Jan. 8             | EGYPT   | Jan. 13  | Jan. 17  | MOOLTAN                  | Saturday   | Friday               |
| Jan. 22            | DEVANHA | Jan. 27  | Jan. 31  | MOREA                    | Feb. 14    | Feb. 20              |
| Feb. 5             | CHINA   | Feb. 10  | Feb. 14  | MALJOA                   | Feb. 28    | Mar. 6               |
| Feb. 19            | ASSAYE  | Feb. 24  | Feb. 28  | MARMORA                  | Mar. 14    | Mar. 20              |
| Mar. 5             | INDIA   | Mar. 10  | Mar. 14  | MOEDAVIA                 | Mar. 28    | Apr. 3               |
| Mar. 19            | DEVANHA | Mar. 24  | Mar. 28  | MEDINA                   | Apr. 11    | Apr. 17              |
| Apr. 2             | ARCADIA | Apr. 7   | Apr. 11  | MONGOLIA                 | Apr. 25    | May 1                |
| Apr. 16            | DELTA   | Apr. 21  | Apr. 25  | MALWA                    | May 9      | May 15               |
| Apr. 30            | ASSAYE  | May 5    | May 9    | MOOLTAN                  | May 23     | May 29               |
|                    |         |          |          |                          | June 6     | June 12              |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to  
the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in  
Hongkong at the time of Booking.

The Fares to London and Marseilles are as follows:—

|            |     |               |        |       |        |       |
|------------|-----|---------------|--------|-------|--------|-------|
| LONDON     |     |               |        |       |        |       |
| 1st Saloon | "A" | Accommodation | Single | \$65. | Return | \$97. |
|            | "B" | "             | "      | \$59. | "      | \$89. |
| 2nd Saloon | "A" | "             | "      | \$44. | "      | \$66. |
|            | "B" | "             | "      | \$40. | "      | \$60. |
| MARSEILLES |     |               |        |       |        |       |
| 1st Saloon | "A" | Accommodation | Single | \$61. | Return | \$91. |
|            | "B" | "             | "      | \$55. | "      | \$83. |
| 2nd Saloon | "A" | "             | "      | \$42. | "      | \$63. |
|            | "B" | "             | "      | \$38. | "      | \$57. |

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR  
LONDON  
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS | Leave   | Leave    | Leave    | Leave   | Due at     | Due at  |
|----------|---------|----------|----------|---------|------------|---------|
|          | Y'HAMA  | SHANGHAI | HONGKONG | S'PORE  | MARSEILLES | LONDON  |
| BORNEO   | about   | about    | about    | about   | about      | about   |
| NANKIN   | Jan. 6  | Jan. 17  | Jan. 21  | Jan. 27 | Feb. 23    | Mar. 4  |
| NYANZA   | Jan. 20 | Jan. 31  | Feb. 4   | Feb. 10 | Mar. 9     | Mar. 18 |
| NORE     | Feb. 3  | Feb. 14  | Feb. 15  | Feb. 24 | Mar. 23    | Apr. 1  |
| NILE     | Feb. 17 | Feb. 23  | Mar. 4   | Mar. 10 | Apr. 6     | Apr. 15 |
| NILFA    | Mar. 3  | Mar. 14  | Mar. 18  | Mar. 24 | Apr. 21    | Apr. 30 |
| SUMATRA  | Mar. 17 | Mar. 28  | Apr. 1   | Apr. 7  | May 5      | May 14  |
| NUBLA    | Mar. 31 | Apr. 11  | Apr. 15  | Apr. 21 | May 19     | May 28  |
| NAMUR    | Apr. 14 | Apr. 25  | Apr. 29  | May 6   | June 3     | June 12 |
|          | Apr. 28 | May 9    | May 13   | May 20  | June 18    | June 27 |

These Steamers call also at PORT SWETHEHAM, PENANG and COLOMBO.

FARE: TO LONDON:  
1st Saloon £50 Single, £75 Return.  
2nd Saloon £35 Single, £52 Return.FARE: TO MARSEILLES:  
1st Saloon £46 Single.  
2nd Saloon £33 Single.All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.  
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.  
For Further Particulars, apply to—F. A. HEWETT,  
SUPERINTENDENT.NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATION            | STEAMERS      | AND DISPLACEMENT  | TONS   | SAILING DATE                          |
|------------------------|---------------|-------------------|--------|---------------------------------------|
| MARSEILLES, LONDON and | IYO MARU      | Capt. Hirao,      | 12,500 | { WEDDAY, 24th<br>Sept., at Daylight. |
| ANTWERP, via SINGA-    | HIRANO MARU   | Capt. H. Fraser,  | 16,000 | { WEDDAY, 8th<br>Oct., at D'light.    |
| PORE, PENANG, COLOMBO, | SADO MARU     | Capt. Asakawa,    | 12,500 | { TUESDAY, 23rd<br>Sept., at 4 p.m.   |
| SUEZ and PORT SAID     | YOKOHAMA MARU | Capt. S. Wada,    | 12,500 | { TUESDAY, 7th<br>Oct., at Noon.      |
| VICTORIA, B.C., and    | KUMANO MARU   | Capt. M. Winkler, | 9,300  | { WEDDAY, 24th<br>Sept., at Noon.     |
| SEATTLE via KHELUNG,   | INABA MARU    | Capt. Tominga,    | 12,500 | { WEDDAY, 22nd<br>Oct., at Noon.      |
| SHANGHAI, MOI, KOBE,   | CEYLON MARU   | Capt. Noguichi,   | 12,000 | { SATURDAY, 20th<br>September.        |
| YOKKAICHI, SHIMIDZU    | KAMAKURA MARU | Capt. T. Hori,    | 12,500 | { MONDAY, 15th<br>September.          |
| and YOKOHAMA           | TANGO MARU    | Capt. Yoshikawa,  | 13,500 | { THURSDAY 11th<br>Sept., at 11 a.m.  |
| SYDNEY and MELBOURNE   | TOSA MARU     | Capt. Enjo,       | 12,000 | { MONDAY, 15th<br>September.          |
| via MANILA, THURSDAY   | INABA MARU    | Capt. Tominga,    | 12,500 | { WEDDAY, 24th<br>Sept., at 11 a.m.   |
| ISLAND, TOWNSVILLE     | PENANG MARU   | Capt. Noma,       | 12,500 | { WEDDAY, 24th<br>September.          |
| and BRISBANE           |               |                   |        |                                       |

§ Fitted with New System of Wireless Telegraphy.

Cargo only.

## REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months  
Commencing from 1st June, ending 30th September, 1913.

|           | YOKOHAMA | KOI    | MOJI   | NAGASAKI |
|-----------|----------|--------|--------|----------|
|           | Return   | Return | Return | Return   |
| 1st Class | \$135    | \$122  | \$108  | \$95     |
| 2nd "     | \$81     | \$75   | \$65   | \$57     |

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—  
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[11-12-13]



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR  | STEAMERS                             | TO SAIL               | REMARKS                       |
|--|--------------------------------------|-----------------------|-------------------------------|
| SHANGHAI   | ASSAYE<br>Capt. G. J. Caldwell       | D'light<br>12th Sept. | Freight and<br>Passage.       |
| LONDON VIA USUAL PORTS<br>OF CALL  | DEVANHA<br>Capt. W. R. Hickey        | Noon<br>13th Sept.    | See Special<br>Advertisement. |
| LONDON AND ANTWERP VIA<br>SINGAPORE, PENANG, COLOMBO,<br>PORT SAID, & MARSEILLES | NYANZA<br>Capt. H. N. Rivers, R.N.R. | About<br>13th Sept.   | Freight and<br>Passage.       |
| SHANGHAI, MOJI, KOBE, SYRIA,<br>AND YOKOHAMA                                     | Capt. C. R. Longden, R.N.R.          | About<br>22nd Sept.   | Freight and<br>Passage.       |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent

Hongkong, 11th September, 1913.

## CHINA NAVIGATION CO., LD.

| FOR                          | STEAMERS   | TO SAIL               |
|------------------------------|------------|-----------------------|
| KEROA                        | "KIUKANG"  | On 11th Sept., 9 A.M. |
| SWATOW, NINGPO & SHANGHAI    | "KWEILIN"  | On 11th Sept., 4 P.M. |
| SHANGHAI                     | "LUCHOW"   | On 11th Sept., 4 P.M. |
| HOIHOW, KAIHAI & HAIFONG     | "KAIKONG"  | On 13th Sept., 9 A.M. |
| SHANGHAI                     | "KINGCHOW" | On 13th Sept., 9 A.M. |
| WEIHAWEI, CHENGPO & TIENTSIN | "KUEICHO"  | On 14th Sept., 4 P.M. |
| MANILA, CEBU & ILOILO        | "TEAN"     | On 16th Sept., 4 P.M. |
| SHANGHAI                     | "ANHUI"    | On 18th Sept., 4 P.M. |
| SHANGHAI                     | "CHENAN"   | On 20th Sept., 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL" MANILA LINE—TWIN SCREW STEAMERS "CHINEHA," "TAMING" and "TEAN" Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pk. at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES—SINGLE \$10.....RETURN \$75.  
For Freight or Passage apply to—  
HONGKONG, 11th September, 1913. TELEPHONE 36. AGENTS. [7]

## HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES, via STRAITS AND COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN, to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

| OUTWARD.  | HOMeward.   |
|---|---|
| FOR SHANGHAI, KOBE AND YOKOHAMA:<br>S.S. LIBERIA ... 11th Sept. | FOR HAVRE & HAMBURG:<br>S.S. BELGRAVIA ... 14th Sept.                                       |
| S.S. ALBENGA ... 20th Sept.                                     | FOR HAVRE, BREMEN & HAMBURG:<br>S.S. SCANDIA ... 17th Sept.                                 |
| S.S. SUDMARK ... 20th Sept.                                     | FOR NEW YORK:<br>S.S. AMERICA ... 19th Sept.  |
| S.S. ARABIA ... 6th Oct.  | FOR HAVRE, ANTWERP & HAMBURG:<br>S.S. GRACIA ... 19th Sept.                                 |
| S.S. SEGOVIA ... 20th Oct.                                      | FOR VANCOUVER, SEATTLE and/or TACOMA<br>& PORTLAND (Or.)<br>S.S. C. FRED. LADISZ 30th Sept. |
| S.S. ALTMARK ... 5th Nov.                                       | FOR HAVRE & HAMBURG:<br>S.S. SENEGAMBIA ... 1st Oct.  |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong 9th September 1913. [9]

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 9 to 11 Days).

| STEAMSHIP | CAPTAIN             | LEAVING                         |
|-----------|---------------------|---------------------------------|
| "JAIPAN"  | Capt. J. S. Roach   | SATURDAY, 13th Sept., at 5 P.M. |
| "HAIYANG" | Capt. A. E. Hodgins | FRIDAY, 19th Sept., at 11 A.M.  |

\* This Steamer will not Call at Swatow.

For SWATOW AND RETURN.

"HAIMUN" ... Capt. J. W. Evans ... FRIDAY 12th Sept., at 2 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier).

For Freight and Passage, apply to—

DOUGLAS, LIPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 11th September, 1913. [6]

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

| STEAMER    | ARRIVE HONGKONG<br>FROM AUSTRALIA | LEAVE HONGKONG<br>FOR AUSTRALIA |
|------------|-----------------------------------|---------------------------------|
| ST. ALBANS | 20th September                    | On 19th Sept., 11 A.M.          |
| EASTERN    | 11th October                      | On 10th Oct., 11 A.M.           |
| ALDENHAM   | 1st November                      | On 31st Oct., 11 A.M.           |
| EMPIRE     |                                   | On 21st Nov., 11 A.M.           |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A qualified Doctor and Stewards are carried.

For further particulars apply to—

GIBB, LIVINGSTON & Co.,  
AGENTS.

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# TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

Operating the THREE TRIPLE SCREW TURBINE Steamers  
**CHIYO MARU. SHINYO MARU AND  
TENYO MARU.**  
Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.  
**NIPPON MARU & HONGKONG MARU.**  
INTERMEDIATE STEAMERS  
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER       | CAPTAIN       | DATE OF SAILING.               |
|---------------|---------------|--------------------------------|
| HONGKONG MARU | S. Togo       | FRIDAY, 19th Sept., Noon.      |
| SHINYO MARU   | H. S. Smith   | THURSDAY, 25th Sept., at Noon. |
| CHIYO MARU    | W. W. Greene  | FRIDAY, 27th Oct., at Noon.    |
| NIPPON MARU   | A. S. Stevens | WED. DAY, 5th Nov., at Noon.   |
| TENYO MARU    | E. Bent       | TUESDAY, 11th Nov., at Noon.   |

The S.S. "HONGKONG MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on FRIDAY, the 19th September, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)  
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.  
The Steamers—

## ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, AERICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER   | TONS   | DATE OF SAILING.             |
|-----------|--------|------------------------------|
| BUYO MARU | 10,500 | SATURDAY, 4th Oct., at Noon. |
| ANYO MARU | 18,500 | WED. DAY, 3rd Dec., at Noon. |
| KIYO MARU | 17,200 | THURSDAY, 5th Feb., at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES: To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

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# PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN        | FOR                               | SAILING DATE          |
|-----------|------|----------------|-----------------------------------|-----------------------|
| ZAFIRO    | 4000 | F. S. McMurtry | Manila, Mangarin, Cebu and Iloilo | On 15th Sept., 4 P.M. |
| RUBI      | 4000 | J. Miller      | Manila, Mangarin, Cebu and Iloilo | On 24th Sept., 4 P.M. |

Electric Light. Fans in every Cabin. Complaint Stewards Carried.

For Freight or Passage, apply to SHEWAN, TOMES &amp; Co. General Managers, Hongkong, 11th September, 1913.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES,  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

## TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH  
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

## SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

| STEAMER        | CAPTAIN      | LEAVING                         |
|----------------|--------------|---------------------------------|
| "PANAMA MARU"  | J. Kanoo     | WED. DAY, 17th Sept., at 1 P.M. |
| "SEATTLE MARU" | T. Saito     | THURSDAY, 2nd Oct., at 1 P.M.   |
| "MEXICO MARU"  | N. Kobayashi | WED. DAY, 15th Oct., at 1 P.M.  |
| "CHICAGO MARU" | Goto         | THURSDAY, 30th Oct., at 1 P.M.  |
| "CANADA MARU"  | K. Hori      |                                 |
| "TACOMA MARU"  | T. Hamada    |                                 |

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

† Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given toward Express connection.

## JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM,  
PENANG AND COLOMBO.

| STEAMER       | CAPTAIN      | LEAVING                    |
|---------------|--------------|----------------------------|
| "SAIGON MARU" | T. Yamaguchi | MONDAY, 22nd Sept., 4 P.M. |
| "INDO MARU"   | K. Komiya    | THURSDAY, 2nd Oct., 4 P.M. |
| "LUZON MARU"  | H. Yamamoto  |                            |

FOR MOJI, KOBE AND YOKKAICHI.

| STEAMER       | CAPTAIN      | LEAVING                    |
|---------------|--------------|----------------------------|
| "INDO MARU"   | K. Komiya    | SATURDAY, 20th Sept., P.M. |
| "LUZON MARU"  | H. Yamamoto  | THURSDAY, 30th Oct., P.M.  |
| "SAIGON MARU" | T. Yamaguchi |                            |

## CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

FOR TAMSUI VIA SWATOW AND AMOY.

FOR ANPING AND TAIKAO VIA SWATOW AND AMOY.

FOR CANTON.

FOR FOCHOW VIA SWATOW AND AMOY.

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FOR TAMS



